June 18, 1935. G. SEGELHORST 2,005,170

TRAFFIC MARKER

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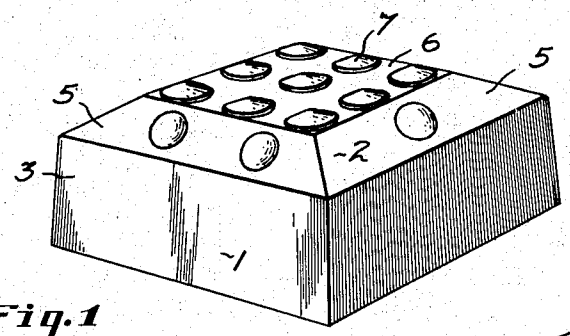


Fig. 1

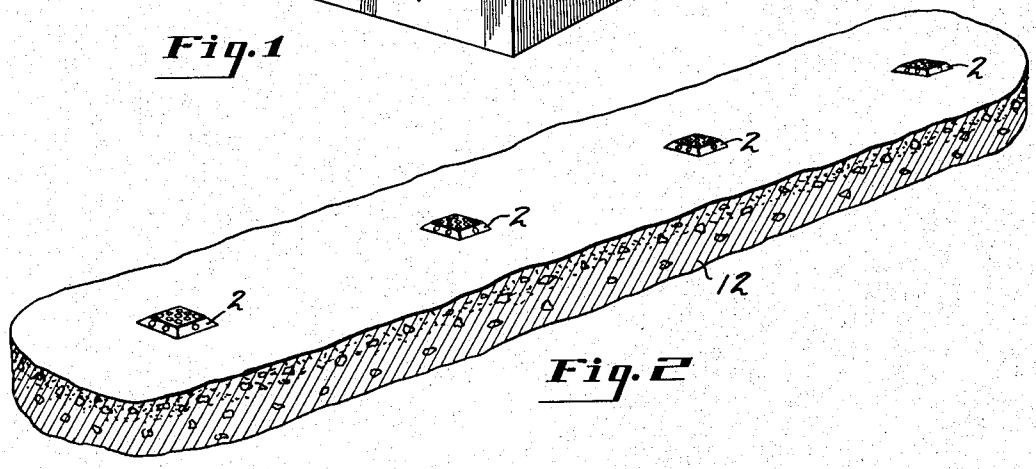


Fig. 2

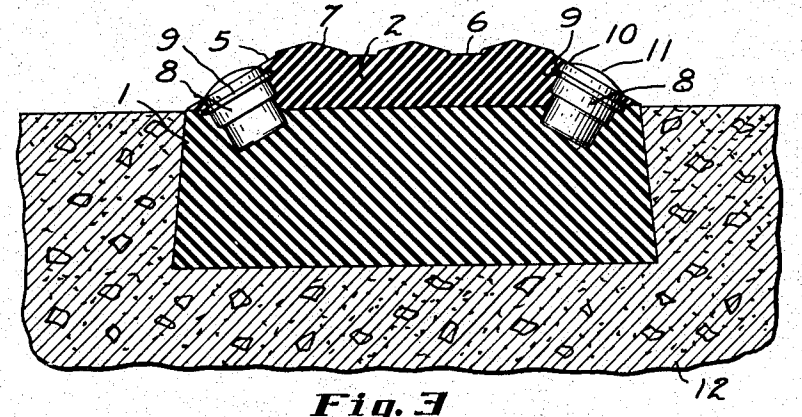


Fig. 3

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TRAFFIC MARKER

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2 Claims. (Cl. 88—79)

This invention relates to traffic markers and more particularly to a rubber traffic marker that is adapted for mounting in pavement.

An object of the present invention is to provide a rubber traffic marker having a top portion of suitable color to provide a strong color contrast with the pavement in which the marker is mounted and a body portion of substantially the same color as the pavement so that the top of the marker may be removed from the base when traffic lines are changed in the pavement.

Another object is to provide an improved traffic marker element that is adapted for the formation of traffic lines or letters in pavement marking.

Another object is to provide a traffic marker element having inclined lateral edges that project slightly above a pavement surface and that are readily apparent to traffic coming from either direction.

Another object is to provide a traffic marker having a light-reflecting signal mounted therein and suitable for use in the traveled surface of the pavement that is readily visible to traffic approaching the marker from either direction.

Another object is to provide a rubber faced traffic marker having a non-skid surface.

With the above and other objects in view, which will be apparent to those skilled in the art to which the present invention appertains, an illustrative embodiment of the invention is shown in the accompanying drawing wherein,

Figure 1 is a perspective view of a pavement marker element embodying my invention;

Fig. 2 is a perspective view of a plurality of pavement marker elements positioned to mark a traffic line along a roadway of cement, which is partially broken away and shown in section;

Fig. 3 is a sectional view of pavement in which a traffic marker, provided with glass reflecting buttons, is inserted in a section of pavement.

The preferred form of traffic marker block element which embodies the present invention is of substantially prismatic shape and comprises a base portion 1 of low grade rubber composition material of the same general color as the road surface and which is vulcanized to an upper portion 2 of contrasting color which consists of tread rubber having tough and resilient characteristics. The base portion 1 has a bottom surface of greater lateral dimensions than the top surface of the block and has downwardly and outwardly flared lateral faces 3 which serve as anchoring faces in securing the block in the pavement in which it is installed.

The upper portion 2 of the block preferably comprises bevel faces 5 which connect with the lateral faces 3 at the upper edges thereof, and an elevated top face 6 which connects the upper edges of the bevel faces 5. A suitable non-skid surface is preferably provided for the bevel faces 5 and the top face 6, such as by a plurality of integral studs 7 which form homogeneous parts of the upper portion 2. The integral studs 7 prevent the skidding of tires in contact with the blocks during wet road conditions. The bevel faces 5 present an inclined surface for initial contact with the tire treads of vehicle wheels that pass over the block which receives the force of impact in a direction substantially normal to the inclined surface of the bevel faces, thereby minimizing the tendency of such forces to dislodge the block from its socket in the pavement. The resilient character of the material forming the upper portion 2 of the block also minimizes the impact between the block and the tire tread and materially increases the service life of the block. The bevel faces 5 of the upper portion 2 of the block are also disposed at a suitable angle with the pavement for the clear observation of the upper part of the block by drivers of vehicles approaching the block from any direction. The integral studs 7 also increase the visibility of the markers.

A modified form of block is shown in Fig. 3 of the accompanying drawing in which reflector buttons 8 are positioned in sockets formed in the bevel faces 5 of the block. The reflector buttons 8 preferably comprise a hollow metal shell of brass or other metal which has a substantially bright, non-corrosive, inside reflecting surface and a lens 11 to transmit the light. A peripherally outwardly projecting flange portion 9 of the metal shell serves as an anchor to lock the insert stud into the block. An upper inwardly turned flange 10, which is integral with the metal shell, overlies the edge of the lens. The lens is sufficiently rugged to withstand traffic conditions, although it is somewhat protected from the traffic by the angularity of the face 5.

If blocks of the character described have been mounted in a pavement 12 and it is necessary to change the traffic line, the tops 2 of the blocks are cut off flush with the pavement, thus exposing the body of the block that is of the same general color as the paving surface.

Furthermore, it is to be understood that the particular form of traffic marker element shown

and described and the particular construction set forth are presented for purposes of explanation and illustration and that various modifications in the materials from which the traffic marker is made and the shape and character of its studs and inserts may be varied without departing from the invention as defined in the appended claims.

What I claim is:

1. The combination with a road pavement of a traffic marker having a base portion of vulcanized material substantially of the color of the pavement and embedded into the pavement so that the portion of the base in the plane of the adjoining surfaces of the pavement is of the color of the pavement, and a top portion integrally vulcanized to said base portion and having a color contrasting with said base portion, said top portion having its lateral faces exposed above said pavement and beveled to render the marker visible and prevent dislodgment of said marker by traffic impact.

2. The combination with a road pavement, of a traffic marker having a base portion of vulcanized material substantially of the color of the pavement and embedded into the pavement so that the top face of the base portion is substantially level with the adjacent top surface of said pavement, a top portion of contrasting color vulcanized to said base portion and having beveled sides, and light-reflecting means embedded in one of the beveled sides of said top portion, the upper portion of the beveled side extending sufficiently above said light-reflecting means to protect the same against impact from traffic.

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